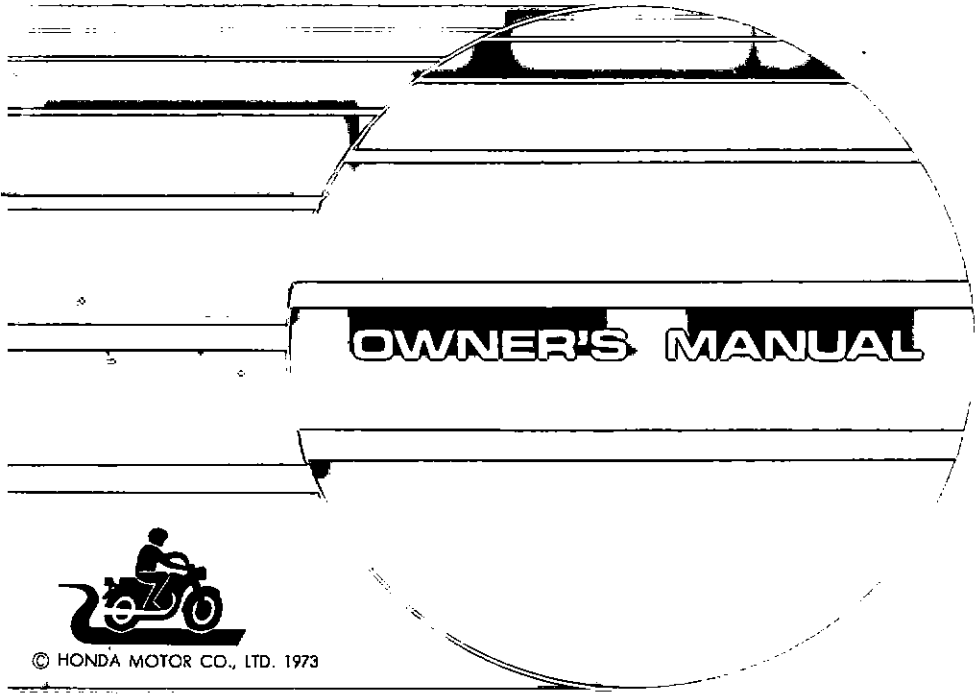
HONDA MODEL CB360·CB360G



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IMPORTANT NOTICE

- **OPERATOR AND PASSENGER.**

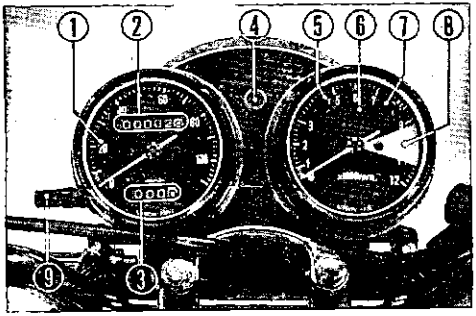
  This motorcycle is designed and constructed to carry the operator and one passenger. However, do not exceed the vehicle capacity load shown on the tire information label.

- **READ OWNER'S MANUAL CAREFULLY.**

CB250 · CB360 U.K. and general type

The text of this manual is compiled on the basis of a U.S.A. type. The descriptions given on this light-green sheet of paper are the ones which are main different from the text and are applied only to U.K. and general types.

· Instruments and Indicator Lights (U.K. type)



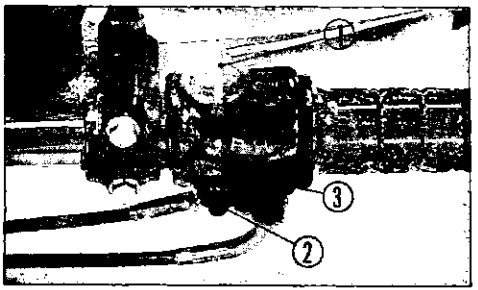
① Speedometer
② Odometer
③ Tripmeter
④ High beam indicator light
⑤ Neutral indicator light
⑥ Tachometer
⑦ Turn signal indicator light
⑧ Tachometer red zone
⑨ Tripmeter reset knob

· Tire Recommendation

Tire inflation pressure (cold)	Driver only	Front: 26 psi (1.8 kg/cm²) Rear : 28 psi (2.0 kg/cm²)
	Driver and passenger	Front: 26 psi (1.8 kg/cm²) Rear : 34 psi (2.4 kg/cm²)
Tire size		Front: 3.00–18, Rear: 3.50–18

• Headlight Switch (U.K. type)

The headlight switch ③ is located at the right handlebar grip.
When headlight switch ③ is moved to red dot position, headlight goes out.
When the switch is moved to "P" position, position light comes on.
When the switch is moved to "H" position, headlight comes on.



① Ignition switch
② Starter button
③ Headlight switch

• Headlight Replacement (U.K. type)

To remove the headlight bulb for replacement, proceed as follows:

1. Remove the two headlight attaching screws and remove the headlight ① from the headlight case.
2. Remove the headlight socket ② from the headlight.
3. Remove the headlight bulb ③ from the headlight socket.
4. To install, reverse the removal procedures.



① Headlight
② Headlight socket
③ Headlight bulb
④ Position light

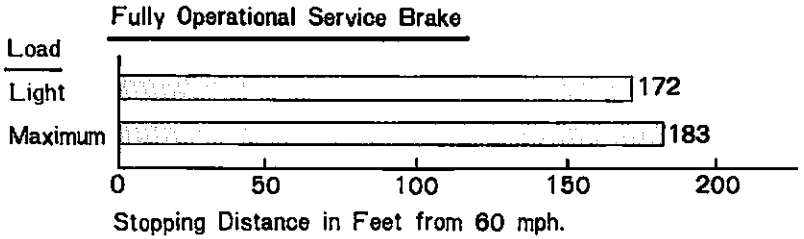
CONSUMER INFORMATION

VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels under different conditions of loading.

The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: HONDA CB360 and CB360G



ACCELERATION AND PASSING ABILITY

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed on the next page.

The low-speed pass assumes an initial speed of 20 MPH and a limiting speed of 35 MPH. The high-speed pass assumes an initial speed of 50 MPH and a limiting speed of 80 MPH.

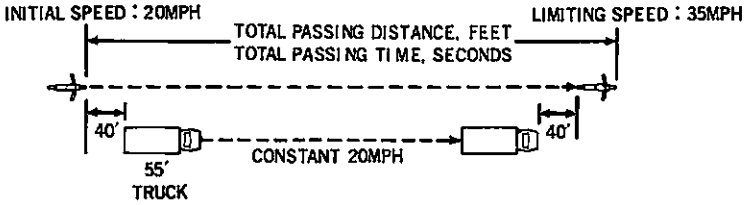
NOTICE: The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: HONDA CB360 and CB360G

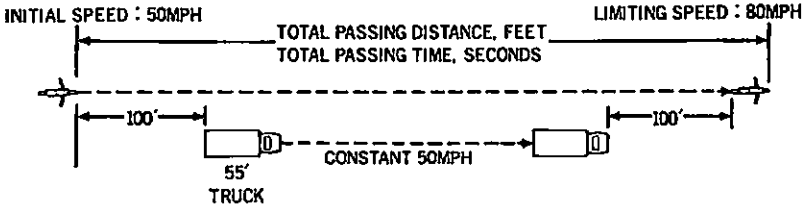
SUMMARY TABLE:

Low-speed pass	359	Feet;	7.4	Seconds
High-speed pass	1,157	Feet;	12.2	Seconds

LOW-SPEED



HIGH-SPEED



PREFACE

This booklet is your guide to the basic operation and maintenance of your new motorcycle.

It includes information relating to both the CB360 and CB360G. The difference between the two models is that the CB360 is equipped with a drum brake and the CB360G has a hydraulic disc brake.

Please take the time to read the Owner's Manual carefully. As with any fine machine, proper care and maintenance are essential for trouble-free operation and optimum performance.

Your authorized Honda dealer will be glad to provide further information or assistance and is fully equipped to handle your future service needs.

Thank you for selecting a Honda. We wish you many miles of continued riding pleasure in the years ahead.

Keep this Owner's Manual in the tool compartment under the seat.

MOTORCYCLE TRAFFIC SAFETY

A motorcycle is only as safe as its operator.

The safe rider will spend much time learning to ride and developing his riding skills in an uncongested area before venturing into traffic.

1. In many motorcycle traffic accidents, the automobile driver does not see the motorcyclist in time to avoid an accident. The motorcyclist can make other motorists more aware of his presence by:
   - Wearing brighter more visible clothing.
   - By using the headlight anytime while riding.
   - Avoiding the "blind spot" of other vehicles and driving defensively.
2. Many motorcycle accidents occur at intersections, parking lot entrances and exits, and driveways. The motorcyclist must show extra caution at these locations.
3. Excessive speed is a factor in many motorcycle accidents. Obey the speed limits and NEVER travel faster than conditions warrant.
4. Many motorcycle accidents involve inexperienced riders. A new motorcyclist should thoroughly familiarize himself with his motorcycle before attempting to ride on public roads. NEVER lend your motorcycle to an inexperienced rider.
5. Most fatal motorcycle accidents are due to head injuries. The motorcyclist should ALWAYS wear a helmet. He should also wear other protective apparel including eye protection, boots, gloves, and heavy clothing.

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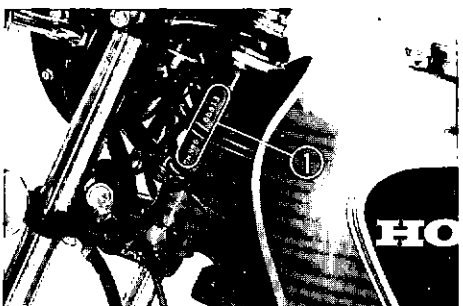
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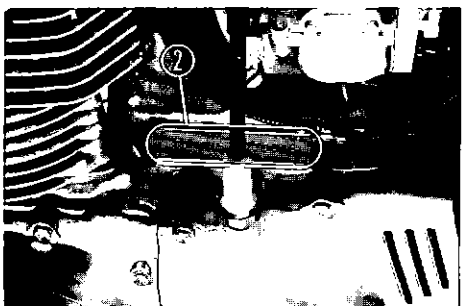
SERIAL NUMBER LOCATION

The frame serial number ① is stamped on the left side of the steering head. The engine serial number ② is stamped on top of the left side of the crankcase.
These serial numbers are required when registering the motorcycle.

Refer to frame and engine serial numbers when ordering replacement parts to ensure that you will obtain the correct parts for your model series.



① Frame serial number



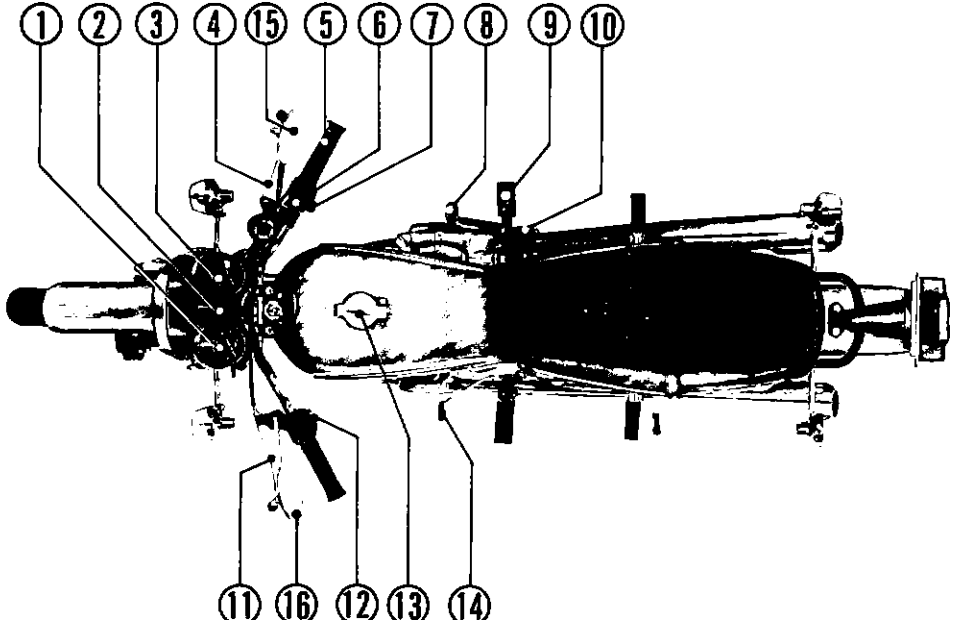
② Engine serial number

CONTROL LOCATION

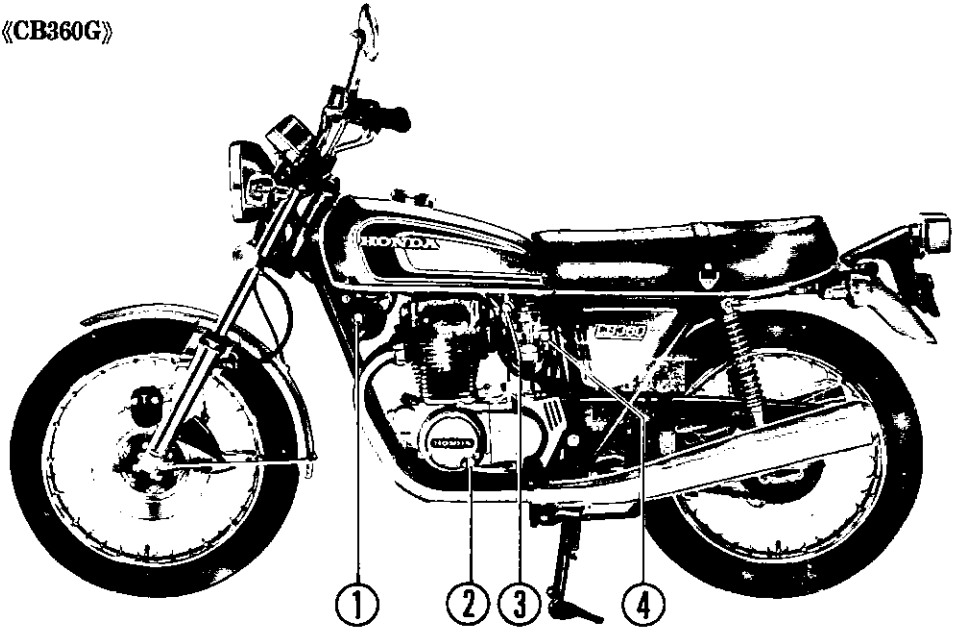
《CB360G》

① Speedometer
② Indicator and warning lamp cluster
③ Tachometer
④ Front brake lever
⑤ Throttle grip
⑥ Ignition switch
⑦ Headlight switch (above)
Starter button (below)
⑧ Rear brake pedal
⑨ Foot rests
⑩ Kick starter pedal
⑪ Clutch lever
⑫ Turn signal switch (above)
Headlight dimmer switch (below)
Horn button (below)
⑬ Fuel tank cap
⑭ Gear change pedal
⑮ Right rear view mirror (STD.)
⑯ Left rear view mirror (STD.)

《CB360G》

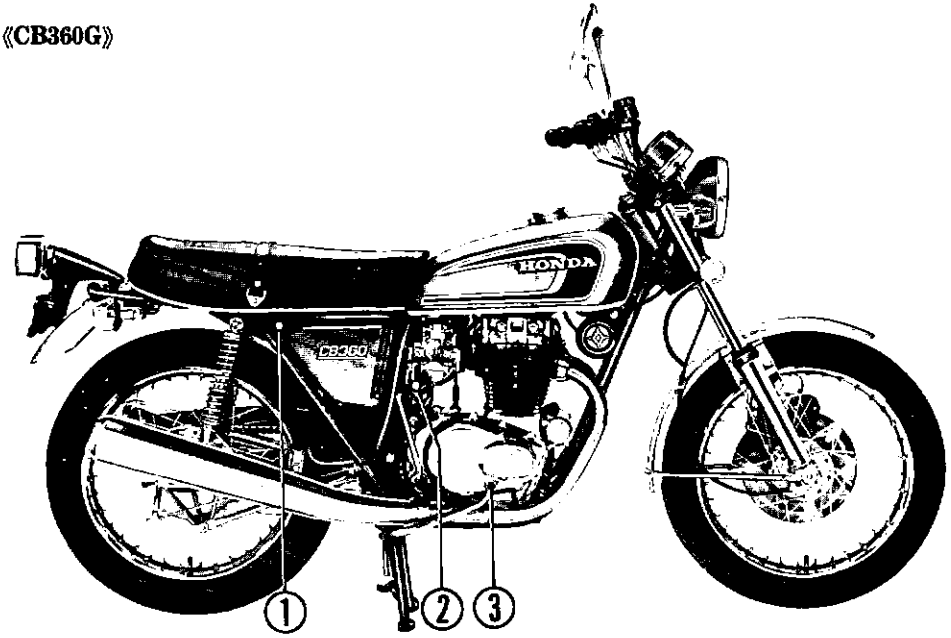


《CB360G》



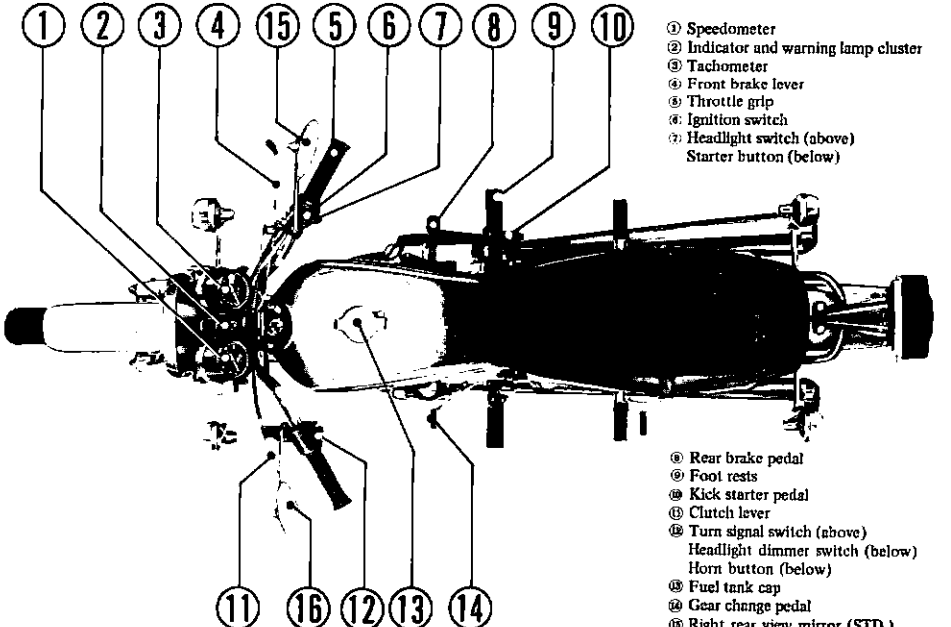
① Main switch
② Gear change pedal
③ Fuel valve
④ Choke lever

《CB360G》



① Seat lock
② Kick starter pedal
③ Rear brake pedal

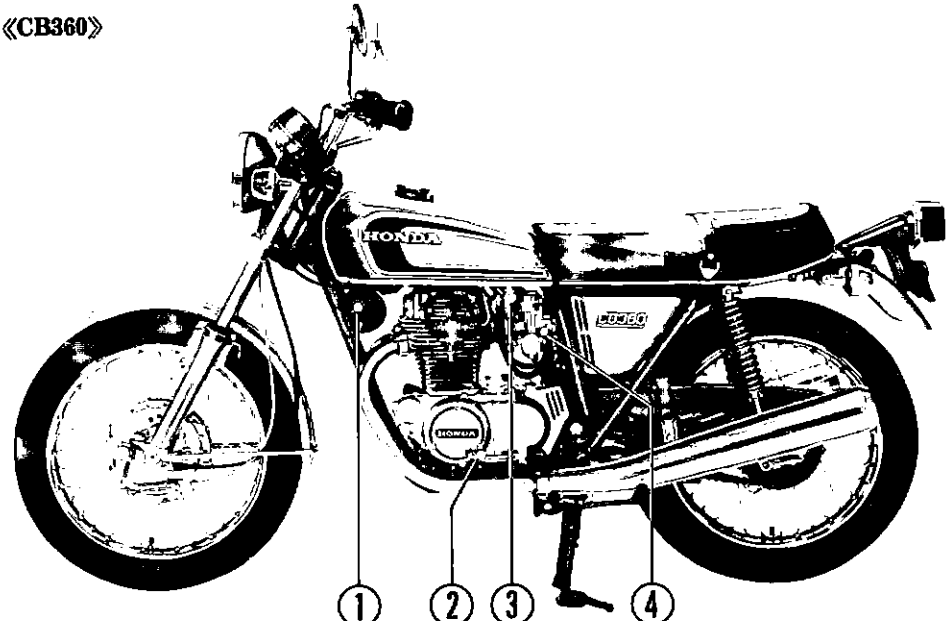
《CB360》



① Speedometer
② Indicator and warning lamp cluster
③ Tachometer
④ Front brake lever
⑤ Throttle grip
⑥ Ignition switch
⑦ Headlight switch (above)
Starter button (below)

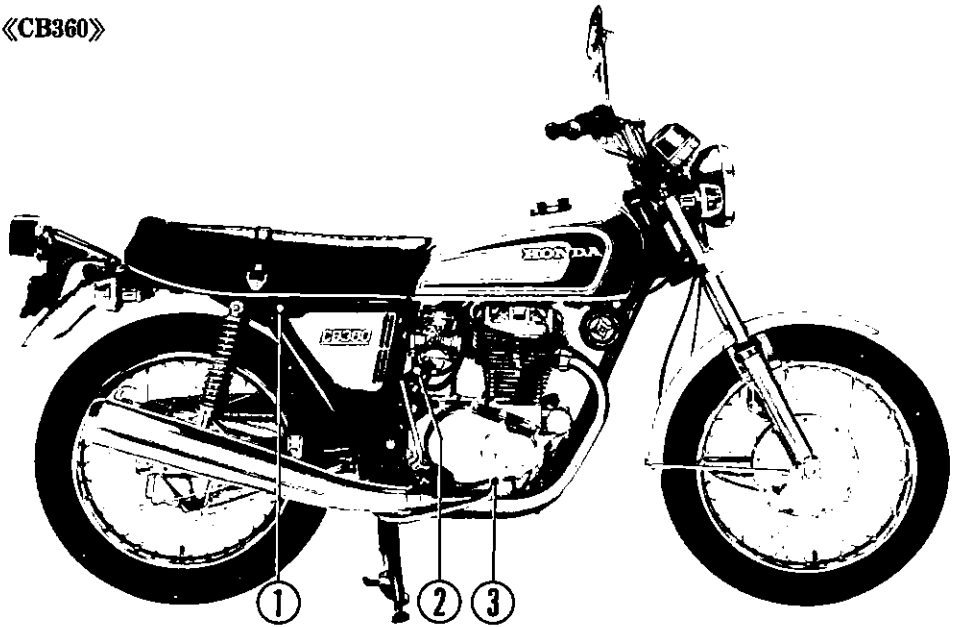
⑧ Rear brake pedal
⑨ Foot rests
⑩ Kick starter pedal
⑪ Clutch lever
⑫ Turn signal switch (above)
Headlight dimmer switch (below)
Horn button (below)
⑬ Fuel tank cap
⑭ Gear change pedal
⑮ Right rear view mirror (STD.)
⑯ Left rear view mirror (STD.)

《CB360》



① Main switch
② Gear change pedal
③ Fuel valve
④ Choke lever

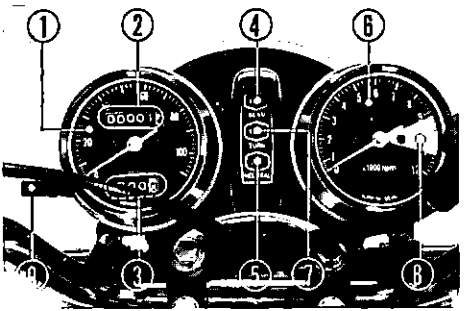
《CB360》



① Seat lock
② Kick starter pedal
③ Rear brake pedal

Instruments and Indicator Lights

The instruments are grouped together and mounted above the headlight case. The indicator lights are located between the instruments.
Their functions are shown in the table on the next page.



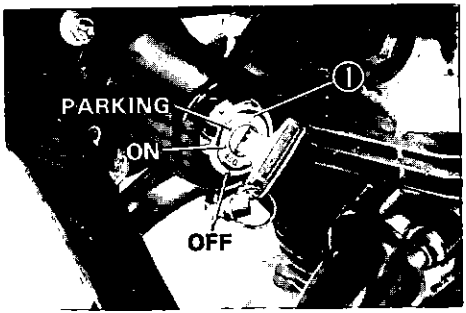
① Speedometer
② Odometer
③ Tripmeter
④ High beam indicator light
⑤ Neutral indicator light
⑥ Tachometer
⑦ Turn signal indicator light
⑧ Tachometer red zone
⑨ Tripmeter reset knob



Ref. No.	Description	Function
1	Speedometer	Indicates driving speed.
2	Odometer	Indicates total accumulated distance traveled.
3	Tripmeter	Indicates distance traveled per trip. (meter can be reset for each trip)
4	High beam indicator light (blue)	Light will be on when headlight is on high beam.
5	Neutral indicator light (green)	Light will be on when the transmission is in neutral.
6	Tachometer	Indicates engine rpm.
7	Turn signal indicator light (amber)	Light will flash when either turn signal light is operating.
8	Tachometer red zone	During acceleration, engine RPM indicator needle may be allowed to briefly enter the red zone. However, the motorcycle must not be operated in the red zone for any length of time and must NEVER be operated beyond it.

Main Switch

The main switch ① is located on the left side under the forward end of the fuel tank. Functions of the respective switch positions are shown in the chart below.



① Main switch

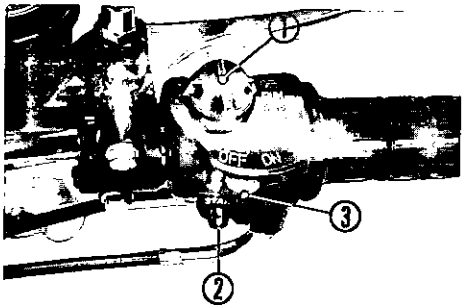
Key Position	Function	Key Removal
OFF	All electric circuits are open, engine cannot be started.	Key can be removed.
ON (red dot)	Electric circuits are closed, lights will operate and engine can be started.	Key cannot be removed.
PARKING (black dot)	The taillight will be on but all other circuits are open. The key should be removed when parking the motorcycle.	Key can be removed.

Ignition Switch

The three position ignition switch ① is located on top of the right handlebar grip switch housing. In the "RUN" position the ignition circuit will be completed and engine will operate. In the "OFF" positions the ignition circuit will be open and the engine will not operate. This switch is intended primarily as a safety or emergency switch and can normally remain in the "RUN" position.

Starter Button

The starter button ② is located directly below the headlight switch③.
When the starter button is pressed the starter motor will crank the engine.
Refer to pages 25–26 for the correct starting procedure.



① Ignition switch ② Starter button
③ Headlight switch

Headlight Switch

The headlight switch ③ is located at the right handlebar grip.
When the headlight switch ③ is moved to the "OFF" position, the headlight goes out.
When the switch is moved to the "ON" position, headlight, taillight, and if in low beam two turn signal lights come on.

Headlight Dimmer Switch

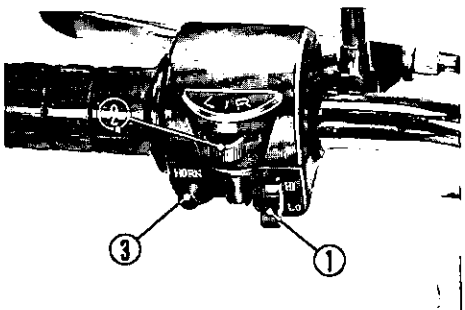
The headlight dimmer switch ① is located on the left handlebar grip switch housing. When the headlight dimmer switch is moved to the "HI" position with the headlight switch on, the high beam is on. When the switch is moved to the "LO" position, the low beam is on.

Turn Signal Switch

The turn signal switch ② is located on the left handlebar grip switch housing. It can be operated without taking the hand off the handle grip. To signal a left turn move the switch to the "L" position. To signal a right turn move the switch to the "R" position. When the turn has been completed the switch must be returned to the center "OFF" position.

Horn Button

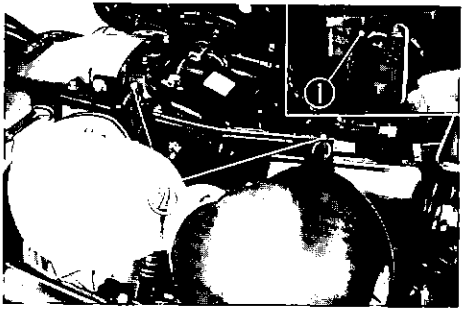
The horn button ③ is located on the left handlebar grip switch housing. When the horn button is pressed the horn will operate.



① Headlight dimmer switch
② Turn signal switch
③ Horn button

Seat Lock and Helmet Holder

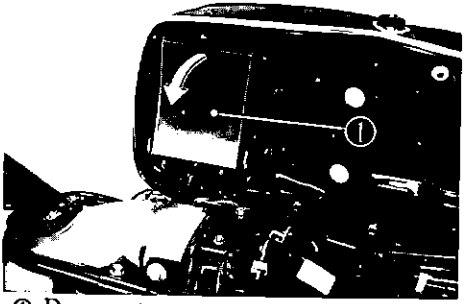
The seat lock ① is located on the lower right side of the seat. Insert the main switch key and turn it counterclockwise 90 ° to unlock and open the seat.
The helmet holder ② is located under the seat. Open the seat, hang the helmet "D" ring on the hook and lock the seat.



① Seat lock ② Helmet holders

Document Compartment

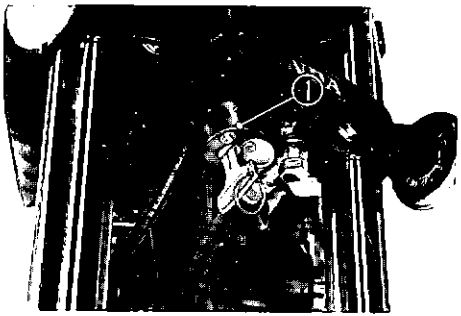
The document compartment ① is located under the seat.
Put this owner's manual and other documents in the vinyl sack and place them in the document compartment. When washing your motorcycle, be careful not to direct a blast of water at the bottom of the seat.



① Document compartment

Steering Lock

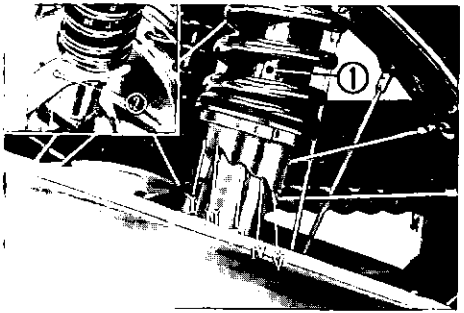
The steering lock ① is located on the steering stem directly below the headlight. Turn the handlebar all the way to the steering stop, either to the left or right, insert the key into the lock, turn the key 60° to the left and press in. Turn the key back to the original position and remove the key. This locks the steering to help prevent theft.



① Steering lock

Rear Shock Absorber

Each rear shock absorber ① has five adjustment positions for different types of road or riding conditions.
Position I is for light loads and smooth road conditions. Positions II to V progressively increase spring tension for a stiffer rear suspension, and are used when the motorcycle is heavily laden or operated on rough roads.

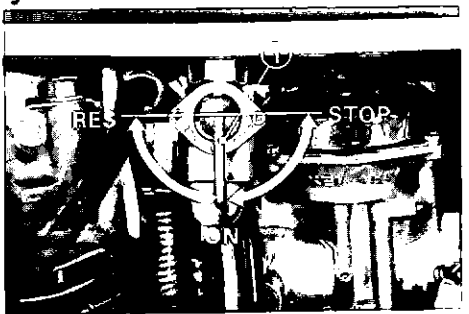


① Rear shock absorber ② Pin spanner

Fuel Valve

The fuel valve ① is mounted on the left under side of the fuel tank.

"STOP" position:
When the fuel valve is turned to the "STOP" position, fuel cannot flow from the fuel tank to the carburetors. Set the valve in this position whenever the motorcycle is not in use.



① Fuel valve

"ON" position:
When the fuel valve is turned to the "ON" position, fuel will flow from the main fuel supply to the carburetors.
Set the valve in this position when the engine is to be operated from the main fuel supply.

"RES" position:
When the fuel valve is turned to the "RES" position, fuel will flow from the reserve fuel supply to the carburetor.
The fuel valve should be set in this position only after the main fuel supply has been consumed. The reserve fuel supply is **0.7 U.S. gal. (2.5 ℓ)**.
Switching to the reserve fuel supply serves as a warning to the rider that it is time to refill the fuel tank.

Fuel Tank

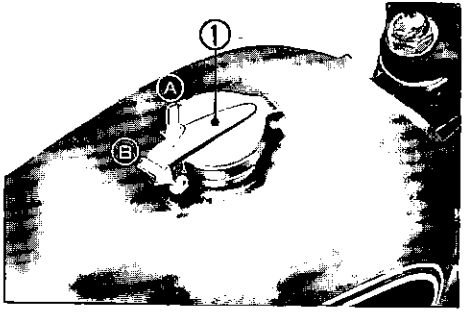
Fuel tank capacity is **2.7 U.S. gal. (11ℓ)** including **0.7 U.S. gal. (2.5ℓ)** in the reserve supply. Press down on the cap ① and then push in the lock to open the fuel tank cap.

Use of 91 research octane low-lead gasoline or higher is recommended. If low-lead gasoline is not available, you may use a leaded regular grade gasoline.

When refueling take care to exclude dirt, water, or other contaminants from the fuel tank.

WARNING:

Gasoline is flammable and explosive under certain conditions. Always stop the engine and do not smoke or allow open flames or sparks near the motorcycle when refueling.



←① Fuel tank cap
Ⓐ Press down Ⓑ Push in

Engine Oil Recommendation

Use only high detergent, premium quality motor oil certified to meet or exceed US automobile manufacturer's requirements for Service Classification SE.
Motor oils intended for Service SE will show this designation on the container.
The regular use of special oil additives is unnecessary and will only increase operating expenses.
Engine oil should be changed at the intervals prescribed in the Maintenance Schedule on page 31.

NOTE:
Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent and low quality oils are specifically not recommended.

Viscosity:

Viscosity selection should be based on the average atmospheric temperature in your riding area. Change to the proper viscosity oil whenever the changes in average atmospheric temperature require it.

Recommended oil viscosity:

General, all temperatures
SAE 10W-30 or **SAE 10W-40**

Alternate:

Above 59°F	**SAE 30**
32° to 59°F	**SAE 20** or **20W**
Below 32°F	**SAE 10W**

PRE-RIDING INSPECTION

Prior to starting your motorcycle, perform a general inspection as a matter of habit to make sure that the motorcycle is in good, safe riding condition. This inspection will only require a few minutes and can save you much time and expense in the long run.

Check the following items and if adjustment or servicing is necessary, refer to the appropriate section in the manual.

1. Engine oil level–add engine oil if the level is below the lower mark on the dipstick (page 34).
2. Fuel level-fill fuel tank when necessary (page 21).
3. Front and rear brakes–adjust free play if incorrect (pages 56–64).
4. Tire pressure–adjust to correct pressure (page 24).
5. Drive chain–check condition of drive chain and measure chain tension. Adjust drive chain if chain tension is incorrect. Lubricate the drive chain if it appears dry. Replace the drive chain if it is badly worn or damaged (pages 53–55).
6. Throttle operation–check throttle operation in all steering positions. Adjust if free play is incorrect. Replace or correct cable routing if throttle does not operate freely in all steering positions (pages 47–48).
7. Turn signal lights, tail/stoplight and headlight–replace blown bulbs (pages 74–76).

TIRE RECOMMENDATION

Correct air pressure will provide maximum stability, riding comfort and tire life.

Be sure to follow the tire specification.

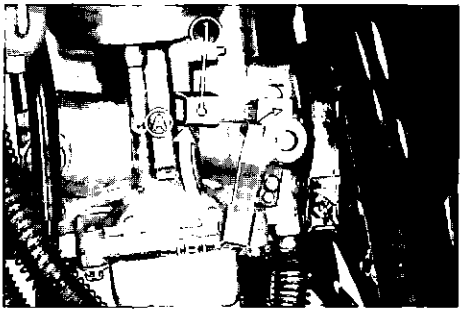
Cold tire pressures psi (kg/cm²)	Up to 200 lb load	Front : 26 (1.8)
		Rear : 28 (2.0)
	Up to vehicle capacity load	Front : 26 (1.8)
		Rear : 34 (2.4)
Vehicle capacity load	330 lbs (150 kg)	
Tire size	Front : 3.00–18 Rear : 3.50–18	
Tire brand	Front : SUPER SPEED 21F2 (Bridgestone) Rear : REAR SAFETY 10 (Bridgestone)	

CAUTION:

- **Overinflation or underinflation of the tires will cause abnormal tread wear or other damage and create a safety hazard. Riding with underinflated tires will cause the tires to slip on the rims damaging the innertube valves. Severe underinflation may result in loss of the tire from the rim.**
- **Check tire pressures frequently and adjust if necessary.**
- **Replace the tires when the tread depth at the center of the tire is less than the service limit (refer to page 64).**

Cold Engine Starting Procedure

1. Turn the fuel valve to the "ON" position (page 20).
2. Insert the key into the main switch and turn to the "ON" position. At this time, observe the green neutral indicator light (page 14). The light will be lighted when the transmission is in the neutral position.
3. Make sure that the ignition switch (page 16) is in the "RUN" position.
4. Raise the choke lever to the full closed position Ⓐ.
5. Open the throttle slightly and press the starter button. If the engine does not start within 5 seconds, release the starter button and allow the starting motor to rest for approximately 10 seconds before again pressing the starter button. If the engine does not start readily with the starting motor use the kick starter pedal to start the engine.



① Choke lever

If the engine fails to start after several repeated attempts, it may have become flooded with excess fuel. To clear the engine, turn off the main

switch and lower the choke lever to the fully open position Ⓑ, open the throttle and crank the engine using the kick starter pedal. Turn the main switch to the "ON" position and follow the starting procedure outlined in steps 1 through 5; however, at this time use of the choke is not necessary.

6. After the engine starts, operate at approximately 1,500 rpm until the engine responds to the throttle when the choke is open.

Starting in Extremely Cold Weather

Prime the engine before starting by cranking several times with the kick starter pedal. The main switch or ignition switch should be turned "OFF".
The choke should be fully closed and the throttle opened. Then, follow the procedure for starting a cold engine.

Warm Engine Starting Procedure

When the engine is to be re-started while it is still warm, follow the cold engine starting procedure; however, the use of the choke is not necessary.

WARNING:

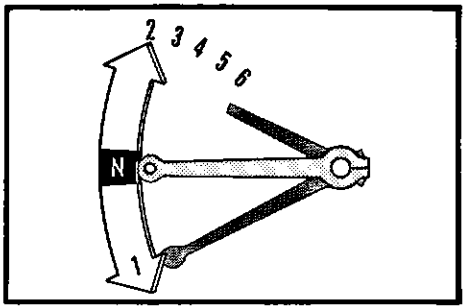
- **Exhaust gases contain poisonous carbon monoxide. Never run the engine in a closed garage or confined area.**

BREAK-IN PROCEDURE

The motorcycle should not be exposed to severe or abusive riding conditions.
A careful break-in period will measurably extend the service life of the engine.
It is recommended that for the first 600 miles (1,000 km), the motorcycle should not be operated in excess of 80% of the maximum RPM in any gear.

RIDING THE MOTORCYCLE

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the clutch lever and press the gear change pedal to shift into low (1st) gear.
3. Slowly release the clutch lever and at the same time gradually increase engine speed by opening the throttle. Coordination of the throttle and clutch lever will assure a smooth positive start.
4. When the motorcycle attains the appropriate speed, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the gear change pedal. Release the clutch lever smoothly.
5. This sequence is repeated to progressively shift to 3rd, 4th, 5th and top (6th) gear.



6. When decelerating the motorcycle, coordination of the throttle and the front and rear brakes is most important.
7. The smooth gradual application of both the front and rear brakes together with the required throttle coordination will, under most conditions, assure positive speed reduction and stability. As the motorcycle speed is reduced, it is common practice to downshift the transmission progressively into the appropriate gear. This assures maximum control through better braking effectiveness and acceleration when necessary.
8. For maximum deceleration and braking, close the throttle, apply both the front and rear brakes simultaneously, and as the motorcycle comes to a stop, disengage the clutch.
   This maneuver requires smooth coordination of the controls and to maintain skill it should be practiced frequently. Independant application of either the front or rear brake is possible, but if only one brake is applied strongly enough to lock the respective wheel, braking effectiveness is greatly reduced and control of the motorcycle is difficult.

SAFE RIDING SUGGESTIONS

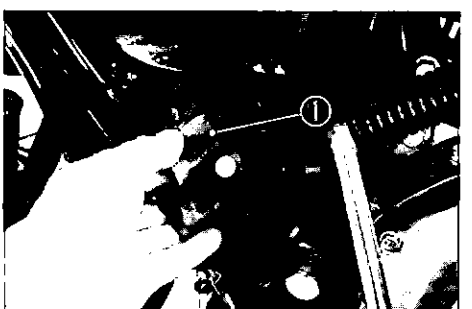
1. Always make a pre-riding inspection prior to riding your motorcycle (See page 23).
2. Never ride a motorcycle without a helmet and it is recommended that the mortorcyclist wear boots, gloves, eye protection, and bright clothing to further enhance rider safety.
3. Handlebar fairings and luggage racks or saddle bags may adversely affect the handling characteristics of the motorcycle. Extra care must be taken in loading and riding motorcycles with this equipment.
4. Place both hands on the handlebars and your feet on the foot rests while riding. Encourage a passenger to hold himself on the motorcycle with both hands and to use the passenger foot rests.
5. Obey all federal and local law regulations and use your headlight in the daytime hours to make the motorcycle more visible to other motorists.
6. It is recommended that you become familiar with your new motorcycle by riding in an uncongested area before riding on the public roadways.
7. Be sure to signal when making a turn or changing lanes.
8. Do not ride on the roadway shoulder. Remember a motorcyclist should always preserve nature and respect property.

PARKING

When parking the motorcycle, turn the main switch to the "OFF" position and remove the key. The steering should also be locked. Turn the fuel valve to the "STOP" position. When parking at night near traffic, the main switch can be turned to the "PARKING" position and the key removed (page 15). This will turn on the taillight and make the motorcycle more visible to traffic.

TOOL KIT

The tool kit ① is mounted in the compartment located at the center of the motorcycle. Minor adjustment and parts replacement can be performed with the tools contained in the kit. Adjustments or repairs which cannot be performed with these tools should be referred to your Honda dealer.



① Tool kit

Listed below are the items included in the tool kit.

- 8 × 10 mm open end wrench
- 12 × 14 mm open end wrench
- 17 × 19 mm open end wrench
- Pliers
- No. 2 screwdriver
- No. 2 cross point screwdriver
- No. 3 cross point screwdriver
- Screw driver grip and lever
- 22 mm wrench
- Spark plug wrench
- Handle bar: for 22 mm wrench
- Pin spanner
- Tool bag

MAINTENANCE SCHEDULE

The mileage intervals shown in the MAINTENANCE SCHEDULE are intended as a guide for establishing regular maintenance and lubrication periods for your Honda. Sustained severe or high speed operation under adverse conditions will necessitate more frequent servicing. To determine specific recommendations for conditions under which you use your motorcycle, consult your authorized Honda dealer. If your motorcycle is overturned or involved in a collision, have your Honda dealer carefully inspect the major components, e.g. frame, suspension and steering parts, for misalignment or damage to ensure further safe operation.

CAUTION:

- **To maintain the safety and reliability of your HONDA motorcycle do not modify the motorcycle and use only genuine HONDA parts when servicing or repairing.**

MAINTENANCE SCHEDULE This maintenance schedule is based upon average riding conditions. Machines subjected to severe use, or ridden in unusually dusty areas, require more frequent servicing.	INITIAL SERVICE PERIOD	REGULAR SERVICE PERIOD Perform at every indicated month or mileage interval, whichever occurs first.			
	500 miles	1 month 500 miles	3 months 1,500 miles	6 months 3,000 miles	12 months 6,000 miles
ENGINE OIL—Change	●		○		
CENTRIFUGAL OIL FILTER—Clean					○
OIL FILTER SCREEN—Clean					○
SPARK PLUG—Clean and adjust gap or replace if necessary.				○	
*CONTACT POINTS AND IGNITION TIMING—Clean, check, and adjust or replace if necessary.	●			○	
*VALVE TAPPET CLEARANCE—Check, and adjust if necessary.	●			○	
*CAM CHAIN TENSION—Adjust	●			○	
PAPER AIR FILTER ELEMENT—Clean	(service more frequently if operated in dusty areas.)			○	
—Replace					○
*CARBURETOR—Check, and adjust if necessary.	●			○	
THROTTLE OPERATION—Inspect cable. Check, and adjust free play.	●			○	
FUEL FILTER SCREEN—Clean				○	
FUEL LINES—Check				○	
*CLUTCH—Check operation, and adjust if necessary.	●			○	
DRIVE CHAIN—Check, lubricate, and adjust if necessary.	**●	○			
BRAKE FLUID LEVEL (only CB360G)—Check and add fluid if necessary.	●			○	

MAINTENANCE SCHEDULE This maintenance schedule is based upon average riding conditions. Machines subjected to severe use, or ridden in unusually dusty areas, require more frequent servicing.	INITIAL SERVICE PERIOD	REGULAR SERVICE PERIOD Perform at every indicated month or mileage interval, whichever occurs first.			
	500 miles	1 month 500 miles	3 months 1,500 miles	6 months 3,000 miles	12 months 6,000 miles
*BRAKE SHOES/PADS—Inspect, and replace if worn.				○	
BRAKE CONTROL LINKAGE—Check linkage, and adjust free play if necessary.	●			○	
*WHEEL RIMS AND SPOKES—Check. Tighten spokes and true wheels, if necessary.	●			○	
TIRES—Inspect and check air pressure.	●	○			
FRONT FORK OIL—Drain and refill.	***●				○
FRONT AND REAR SUSPENSION—Check operation.	●			○	
REAR FORK BUSHING—Grease, check for excessive looseness.				○	
*STEERING HEAD BEARINGS—Adjust.					○
BATTERY—Check electrolyte level, and add water if necessary.	●		○		
LIGHTING EQUIPMENT—Check and adjust if necessary.	●	○			
ALL NUTS, BOLTS, AND OTHER FASTENERS—Check security and tighten if necessary.	●	○			

Items marked * should be serviced by an authorized Honda dealer, unless the owner has proper tools and is mechanically proficient. Other maintenance items are simple to perform and may be serviced by the owner.

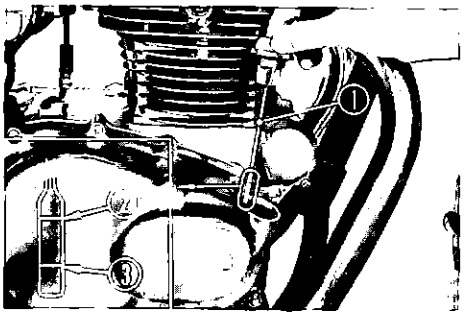
** Initial service period 200 miles.

*** Initial service period 1,500 miles.

Engine Oil Change

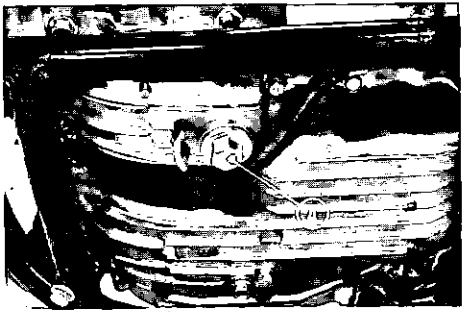
The engine oil is the chief factor affecting the performance and the service life of the engine. Therefore, the oil recommended on page 22 should be used and the oil should always be maintained at the proper level. Further, the oil should be changed at the maintenance intervals shown on page 31. Perform the engine oil change in the following manner.

Drain the oil while the engine is still warm to assure complete and rapid draining.



① Filler cap dipstick
② Upper level mark
③ Lower level mark

1. Remove the oil filler cap from the right crankcase cover.
2. Place an empty oil drain pan under the crankcase to catch the oil, and then remove the oil drain plug ④ with a 17



④ Oil drain plug

mm wrench.

3. After the oil stops draining from the crankcase, operate the kick starter several times to drain any oil which may be left in the recesses of the engine.
4. When the oil has been completely drained, reinstall the drain plug ④, making sure that the O-ring used on the drain plug is in good condition.
5. Fill the crankcase through the oil filler opening with approximately **2.1 US quart (2 liter)** of recommended grade oil. Check the oil level with the filler cap dipstick; however, when making this check, do not screw in the cap. Oil level should be between the upper ② and lower ③ level marks (page 34) on the dipstick. When checking the oil make certain that the motorcycle is in upright and level position.

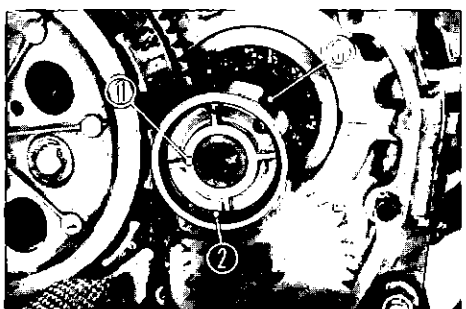
NOTES:

- **If the oil is below the lower level mark on the dipstick, fill to the proper level before operating engine.**
- **When operating the motorcycle in unusually dusty conditions, the oil changes must be performed at more frequent intervals than those specified in the maintenance schedule.**

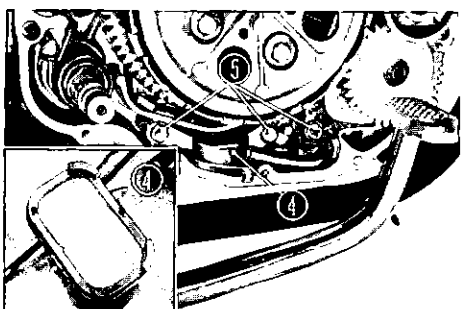
Oil Filter Maintenance

A dual system of metal screening ④ and centrifugal oil filtering ③ is utilized to provide engine components with highly purified oil to minimize wear and improve engine cooling. The oil filters are serviced in the following manner:

1. Drain the engine oil by referring to engine oil change section on page 34.
2. Remove the foot rest, the muffler and the kick starter pedal.
3. Loosen the right crankcase cover mounting screws and remove the crankcase cover and cover gasket.
4. Remove the snap ring ② and disassemble the oil filter cap ① from the oil filter rotor ③.



① Oil filter cap ② Snap ring
③ Oil filter rotor

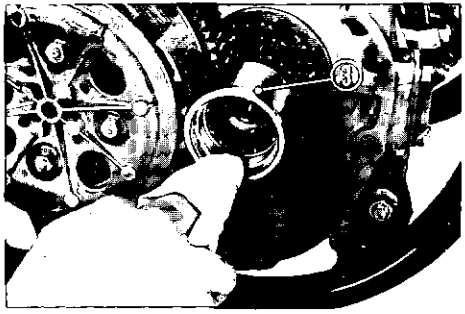


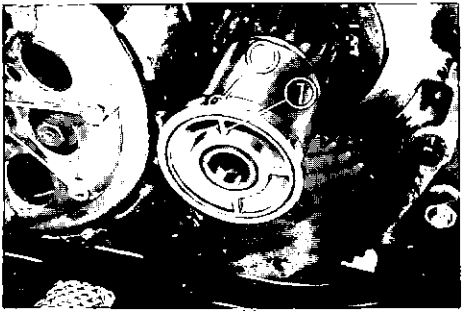
④ Filter screen
⑤ Filter screen attaching bolt

5. Clean any sludge from the center of the oil filter rotor③.
6. Remove the filter screen ④ for cleaning. Wash the filter screen ④ in clean solvent and then install.
7. Reassemble in the reverse oder of disassembly. If the crankcase cover gasket is damaged, replace it with a new gasket.

NOTE:

- **When assembling the oil filter cap and the oil filter rotor ensure that a cap rib ⑦ is aligned with the rotor index mark ⑥.**



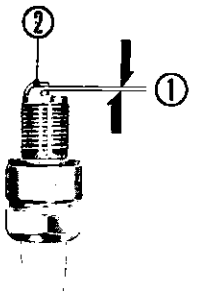


⑥ Index mark ⑦ Rib

Spark Plug Replacement and Adjustment

The spark plug type **NGK B 8ES** or **ND W 24 ES** is standard for these models.

1. Detach the spark plug lead and remove the spark plug with the special wrench provided in the tool kit.
2. Inspect the electrodes and center porcelain of the spark plug for deposits, eroded electrodes, or carbon fouling. If the spark plug deposits are heavy, or the electrodes appear to be eroded excessively, replace the spark plug with a new one. If the spark plug is carbon or wet fouled, the plug can sometimes be cleaned with a stiff wire brush.
3. Adjust the spark plug gap ① to **0.028-0.032 in. (0.7-0.8 mm)**.The gap can be measured with a feeler gauge. The adjustment is made by bending the negative (grounded) electrode ②.



① Spark plug gap
② Negative electrode

4. When installing the spark plug, tighten firmly, but do not over tighten.

NOTES:

- **Spark plugs must be securely tightened. An improperly tightened plug can become very hot and possibly cause damage to the engine.**

- **Never use a spark plug with an improper heat range.**
- **Do not attempt to dry or remove soot from the spark plug by burning.**

Contact Breaker Point Gap Adjustment

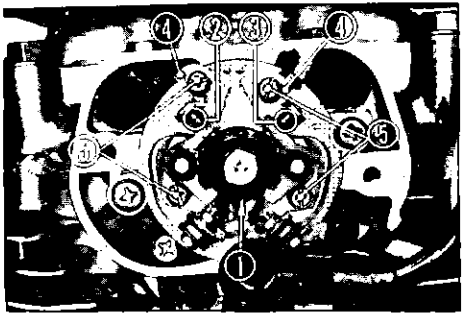
1. Remove the contact breaker point cover and generator cover.
2. Clean and inspect the contact breaker points. Replace if worn or badly pitted. Light pitting may be removed with an ignition point file.
3. Turn the generator rotor ⑧ (page 41) counterclockwise until one set of contact breaker points (② or ③) opens to maximum clearance.
4. Check contact breaker point gap with a clearance guage. The correct gap is **0.012-0.016 in. (0.3-0.4 mm)**. If the gap is not within these limits, loosen the breaker plate locking screws ⑤, and move the breaker plate ④ to obtain the correct gap.

   Tighten the locking screws and recheck the gap.
5. Turn the generator rotor counterclockwise until the other set of

contact breaker points (②or③) opens to maximum clearance. Check gap and adjust if necessary.

6. Lubricate the breaker point cam ① with a thin film of grease.

NOTE:
Contact breaker point gap adjustment will affect ignition timing. Ignition timing must be checked after point gap adjustment.



① Point cam
② L/H contact breaker point
③ R/H contact breaker point
④ Contact breaker plates
⑤ Contact breaker plate locking screws

Ignition Timing

Check ignition timing upon completion of the contact breaker point gap adjustment.

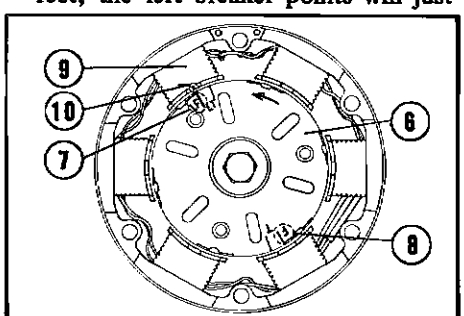
1. Turn the generator rotor ⑥ counterclockwise until the "LF" timing mark on the rotor aligns with the index mark ⑩ on the generator stator ⑨.

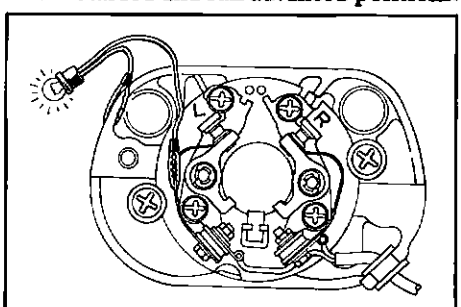
   If left cylinder ignition timing is correct, the left breaker points will just begin to open as these marks align.

NOTE:

Static ignition timing may be checked with a 12V-3W continuity light. When connected as illustrated below, and the main switch in the "ON" position, the light will come on as the breaker points open.

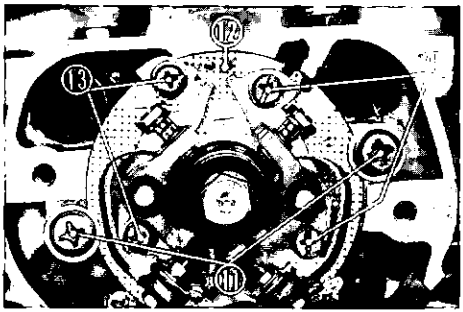
Static timing is relatively accurate, but for best results a stroboscopic timing light should be used to check ignition timing in both retarded and full advanced positions.





⑥ Generator rotor ⑧ "F" mark
⑦ "LF" mark ⑨ Generator stator ⑩ Index mark

2. If left cylinder ignition timing is incorrect, loosen the base plate locking screws ⑪, and rotate the base plate ⑫ to obtain correct timing. Rotate the base plate clockwise to advance timing, or counterclockwise to retard timing. Tighten the base plate locking screws and recheck left breaker point gap.
3. Turn the generator rotor ⑥ counterclockwise until the "F" timing mark ⑧ on the rotor aligns with the index mark ⑩ on the generator stator ⑨. If right cylinder ignition timing is correct, the right breaker points will just begin to open as these marks align.
4. If right cylinder timing is incorrect, loosen the right breaker plate locking screws ⑭, and increase or decrease point gap to obtain correct timing. Do not loosen the base plate locking screws ⑪. Increasing the point gap advances ignition timing. Decreasing the point gap retards ignition timing.



⑪ Base plate locking screws ⑫ Base plate
⑬ L/H contact breaker plate locking screws
⑭ R/H contact breaker plate locking screws

NOTE:

Ignition point gap must remain within limits of 0.3–0.4 mm (0.012–0.016 in.) after ignition timing has been set. If correct timing results in a point gap

which is outside these limits, increase or decrease both point gaps equally to bring gaps within limits, then retime by rotating base plate.
e.g. If left point gap is set at 0.35 mm (0.014 in.) and right point gap produces correct timing at 0.42 mm (0.017 in.), decrease both gaps by 0.02 mm (0.001 in.), and rotate base plate to time ignition.
If both point gaps cannot be adjusted within limits, replace point assemblies.

Valve Tappet Adjustment

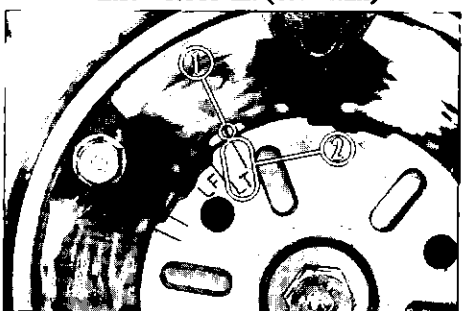
Excessive valve tappet clearance will cause tappet noise, and little or no clearance will cause valve damage and loss of power. Therefore, valve tappet clearance should be maintained properly.

1. For ease of service, raise the seat and pull the rear fuel tank rubber mounting away from the rear tank mount. Raise the back of the fuel tank slightly.
2. Remove the four tappet hole caps.
3. Remove the generator cover and contact breaker point cover.
4. While slowly rotating the generator rotor counterclockwise watch the left (L) cylinder intake valve tappet. When this tappet goes down all the way and then starts to lift, you watch for alignment of the index mark ① and "LT" mark ② (see page 44). In this position, the piston in the left cylinder will be at T.D.C. (top dead center) of the compression stroke, and the intake and exhaust valves in that cylinder should be fully closed.

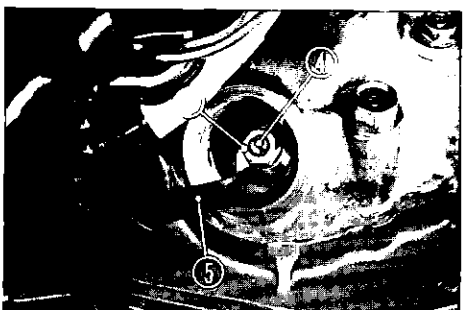
5. Check the clearance of both valves by inserting the feeler gauge ⑤ between the tappet adjusting screw ④ and the valve stem. If clearance is correct there will be slight drag or resistance as the gauge is inserted. If clearance is too close or loose, adjustment is necessary. The standard tappet clearance is

In. 0.002 in. (0.05 mm)
Ex. 0.003 in. (0.08 mm)

6. Adjustment is made by loosening the adjusting screw lock nut ③ and turning the adjusting screw ④ until there is slight drag on the feeler gauge ⑤. Hold the tappet adjusting screw in this position and tighten the lock nut ③. Recheck the clearance with the gauge.



① Index mark ② "LT" mark



③ Adjusting screw lock nut
④ Adjusting screw ⑤ Feeler gauge

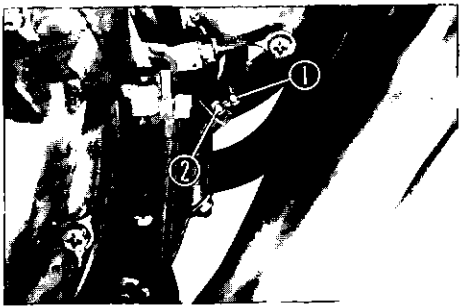
7. Turn the generator rotor 180° counterclockwise to position the right piston at top dead center. In this position the "T" mark will be aligned with the index mark.
8. Check right cylinder valve tappet clearance. The adjustment procedure is the same as described in step 6.
9. Reinstall the fuel tank.

Cam Chain Adjustment

A loose cam chain will cause the valve timing to change, resulting in poor performance. It will also cause excessive engine noise.

1. Adjustment must be made when the four valves are closed completely and the tappets are free. This position occurs 90° A.T.D.C. on the compression stroke of the left side cylinder. Rotate the generator rotor counterclockwise until index mark on the stator is 90° A.T.D.C. (after 90° "LT" mark). If the valves are still lifted, rotate the rotor 360° and realign same above.
2. Loosen the tensioner lock nut ② (page 46) and the tensioner bolt ①.
   When these are loosened, the cam chain tensioner will automatically position itself to provide the correct cam chain tension.

3. Retighten the tensioner bolt and lock nut.

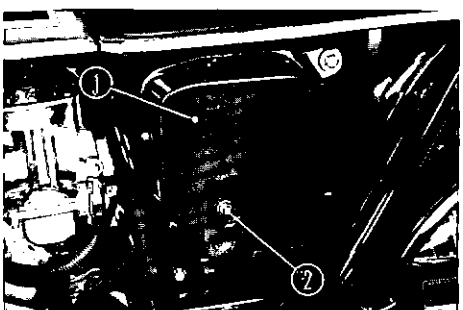


① Tensioner bolt ② Lock nut

Air Cleaner Maintenance

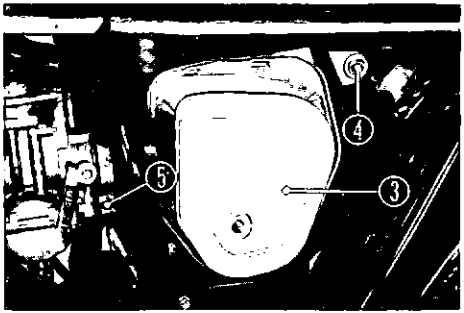
Air cleaner element cleaning and/or replacement intervals depend on motorcycle operating conditions. Your Honda dealer can help you to determine the frequency of cleaning or replacing the element.

1. Open the seat.
2. Remove the air cleaner cover.
3. Remove the air cleaner case ① by unscrewing the case fixing nut ②.
4. Remove the air cleaner element ③ by unscrewing the element fixing bolt ④ and connecting tube fixing screw ⑤.



① Air cleaner case
② Case fixing nut

5. Clean the air cleaner element by tapping it lightly to loosen dust. The remaining dust can be brushed from the outer element surface or blown away by applying compressed air from the inside of the element.

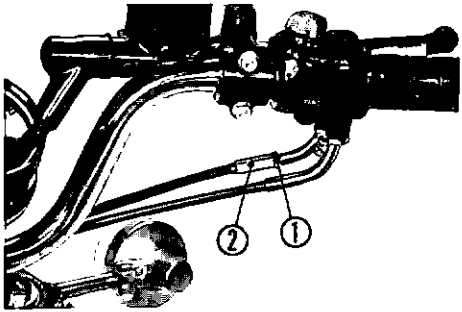


③ Air cleaner element
④ Element fixing bolt
⑤ Connecting tube fixing screw

Throttle Cable Adjustment

Two control cables connect the throttle grip to a crank on the carburetor operating bar. One cable opens the throttle valves, while the other cable ensures positive closure.

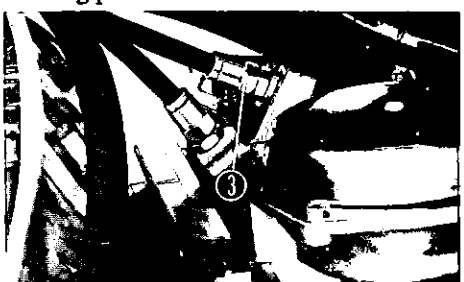
Standard throttle grip play is approximately 10-15 ° of grip rotation. This play can be adjusted at the grip play adjuster



① Lock nut ② Grip play adjuster

② (page 47) and also with the adjuster ③ at the lower end of the opening cable at the throttle crank. To adjust, loosen the lock nut and turn the adjuster. Do not forget to tighten the lock nut upon completion of adjustment.

Check for smooth operation of throttle grip through the entire range from fully open to fully closed with the steering handle set to the extreme right and left steering positions.



③ Adjuster

Inspect the physical condition of the throttle cable housing between the throttle grip and the carburetors for kinks, chafing, other damage or for improper routing; replace any damaged cable or reroute if required.

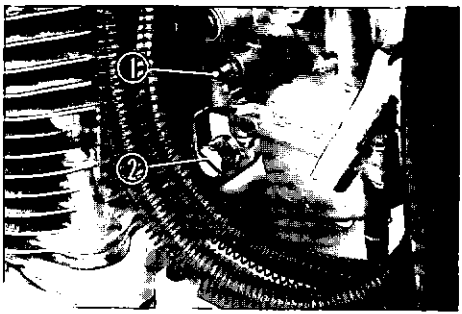
Carburetor Adjustment

A carburetor which is out of adjustment will adversely affect the performance of the engine; therefore, it is important that the carburetor always be maintained in perfect adjustment.

Carburetor adjustment should only be made when the engine is at operating temperature.

1. Set the idle speed to 1,200 rpm with the throttle stop screw ② (page 49). Turning the screw clockwise will increase engine speed.

2. Starting with either the right or left carburetor, turn each pilot screw ① to find the point of highest rpm; the same should be done with the opposite carburetor. Turning the pilot screw in produces a lean fuel air mixture, turning the screw out produces a rich mixture.



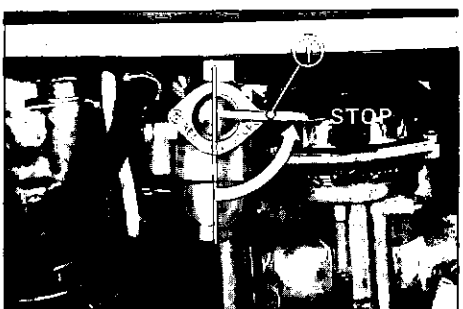
① Pilot screw ② Stop screw

3. Readjust the throttle stop screw if it is necessary to reset the idle speed.
After performing the adjustment above if the proper idling speed cannot be obtained or if the exhaust back pressures from the cylinders are not uniform, the carburetors require individual adjustment and synchronization. Synchronization of the carburetors requires special instrumentation and should be referred to an authorized dealer.

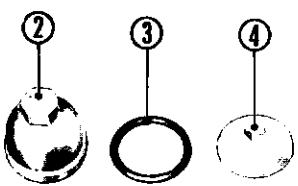
Fuel Filter Maintenance

The fuel filter is incorporated in the fuel valve ① which is mounted on the bottom of the fuel tank at the left side. Accumulation of dirt in the filter will restrict the flow of fuel and cause the carburetors to malfunction; therefore, the fuel filter should be serviced periodically.

Turn fuel valve to "STOP" position and unscrew the filter cup ②. Remove the O-ring seal ③ and the filter screen ④ can be lifted out. Wash the filter screen in solvent and reassemble. Turn the fuel valve to "ON" position and check for leaks.



① Fuel valve



② Filter cup ③ O-ring seal
④ Filter screen

Clutch Adjustment

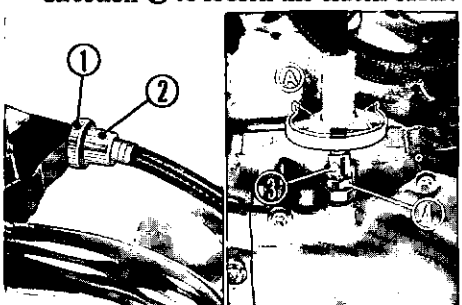
The clutch should be adjusted so that the application of the clutch lever will completely disengage the transmission from the engine. If the clutch does not completely disengage, the engine will stall when shifting into gear or the motorcycle will have the tendency to creep even with the clutch lever disengaged.

If the clutch does not fully engage, it will slip and the motorcycle will not accelerate in response to the acceleration of the engine. In order for the full engine output to be delivered to the rear wheel, it is necessary to have the clutch properly adjusted.

The normal clutch lever free play is **0.4–0.8 in. (10–20 mm)** at the lever.

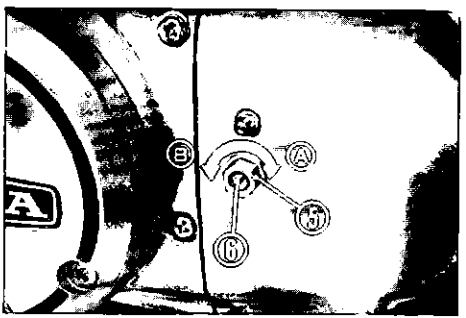
To adjust the clutch, perform the following steps.

1. Loosen the lock nut ① and turn the clutch cable upper adjuster ②, located at the clutch lever, all the way into the clutch lever bracket.
2. Turn the clutch cable lower adjuster ③, located at the clutch housing, in direction Ⓐ to loosen the clutch cable.



① Clutch cable upper adjuster lock nut
② Clutch cable upper adjuster
③ Clutch cable lower adjuster
④ Clutch cable lower adjuster lock nut

3. Loosen the clutch adjuster lock nut ⑤, turn the clutch adjuster ⑥ in direction Ⓑ until a slight resistance is felt.
From this position, turn the adjuster in direction Ⓐ ¼ turn.
Tighten the lock nut.



⑤ Clutch adjuster lock nut
⑥ Clutch adjuster

4. Turn the clutch cable lower adjuster ③ (page 51) in direction Ⓑ so there is **0.4–0.8 in. (10–20 mm)** of free play at the clutch lever, then tighten the lock nut ④.
Perform any subsequent minor adjustments with the clutch cable upper adjuster.

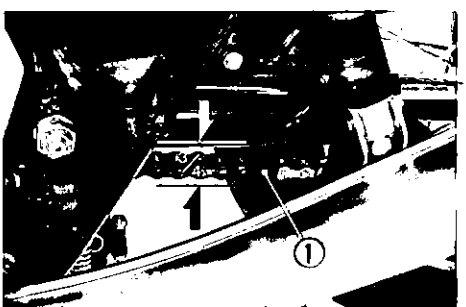
6. After the adjustment has been made, ensure that the clutch is not slipping and that the clutch is properly disengaging.
After the engine starts, pull in the clutch lever and shift into gear, and ensure that the engine does not stall, nor the motorcycle start to creep. Gradually release the clutch lever and open the throttle. The motorcycle should start smoothly and accelerate gradually.

Drive Chain Maintenance

Proper tensioning and lubrication will help to extend the service life of the drive chain and ensure smooth power transmission to the rear wheel. Under average usage, the drive chain should be lubricated, and tension checked, every month. Under severe usage, or when the motorcycle is ridden in unusually dusty areas, more fequent maintenance is neccessary.

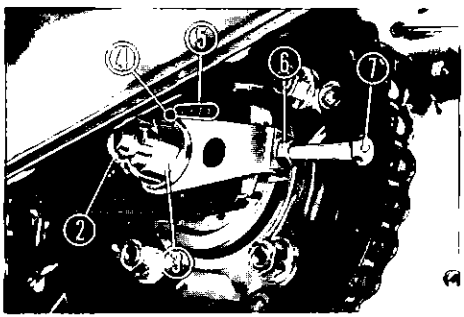
Tension adjustment:

1. Place the motorcycle on its center stand to raise the rear wheel off the ground. Shift the transmission into neutral.
2. Check vertical movement of the lower length of the drive chain at a point midway between the sprockets. Move the chain up and down with your fingers and observe the amount of slack. Drive chain tension should be adjusted to allow approximately ¾" vertical movement at this point.
   Rotate the rear wheel and check drive chain tension throughout its length. Drive chain tension should remain constant as the wheel is rotated.
   If the chain is found to be slack in one segment of its length and taut in another, this indicates that some of



① Drive chain

the links are either worn or kinked and binding. Kinking and binding can frequently be eliminated by lubrication. Worn or damaged drive chain must be replaced.



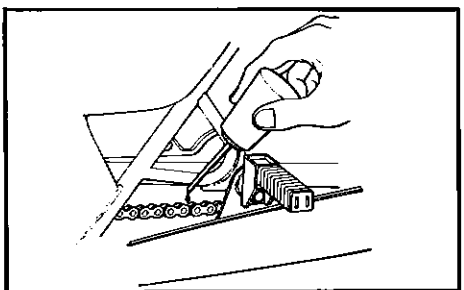
② Cotter pin
③ Rear axle nut
④ Index mark
⑤ Corresponding scale
⑥ Lock nut
⑦ Adjusting bolt

3. If the drive chain is found to require adjustment, the procedure is as follows:
   a. Remove the rear axle nut cotter pin ② and loosen the rear axle nut ③.
   b. Loosen the lock nut ⑥ and turn the adjusting bolts ⑦ on both the right and left chain adjusters to increase or decrease chain tension.
      Align the chain adjuster index marks ④ to corresponding scale ⑤ graduations on both sides of the rear fork.
   c. Tighten the rear axle nut and secure the nut with a new cotter pin.
      Tighten the lock nuts.
   d. Recheck drive chain tension.
   e. Rear brake pedal free travel is affected when repositioning the rear wheel to adjust drive chain tension. Check rear brake pedal free travel and adjust as necessary (pages 62–63).

Lubrication:

Normally drive chain lubrication is performed without removing the chain, at the time of chain adjustment.

More frequent inspection and servicing is required under severe operating conditions.



a. The CB360 and CB360G are equipped with the endless type drive chain and requires periodic inspection. If dirty or rusted, clean with brush and solvent, wipe and dry with a clean rag. Inspect the chain for wear (sloppy joints), stiffness and binding at the joints, and broken or separated rollers. Apply a liberal amount of good engine oil or chain lubricant.

   If damaged or worn, the chain should be replaced. Replacement of the endless chain requires a special tool, therefore your Honda dealer should be consulted.

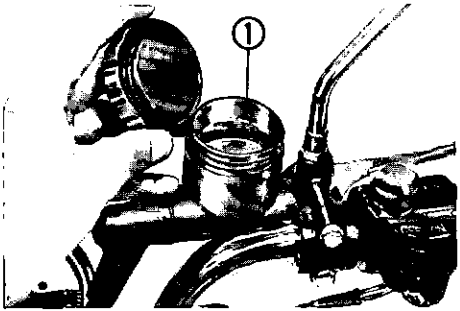
b. Adjust drive chain as described in steps "a–e", page 54.

Front Brake

《CB360G》

The CB360G front brake is a hydraulic disc type.
When pressure is applied to the brake lever, brake fluid transmits the pressure to the brake piston in the caliper, pressing the friction pads against the disc.
Brake fluid is a medium for transmitting pressure and plays a vital role in the brake system. Therefore, when scheduled brake maintenance is performed, it is imperative that the front brake system is inspected to ensure that there is no fluid leakage.
As the friction pads wear, additional fluid is taken into the system from the fluid reservoir to compensate for the friction pad wear. Because of this feature, the disc brake is selfadjusting and the brake control lever free travel will remain constant once it has been established, providing the hydraulic system is free of air.
If the control lever free travel becomes excessive and the friction pads are not worn beyond the recommended limit (page 60), there is probably air in the brake system and it must be bled.

Brake fluid:
The brake fluid level in the reservoir should be checked at regular intervals. Remove the reservoir cap, washer and diaphragm, and whenever the level is lower than the level mark ① engraved inside the reservoir, fill the reservoir with DOT 3 BRAKE FLUID up to the level mark. Reinstall the diaphragm and washer, and tighten the reservoir cap securely.



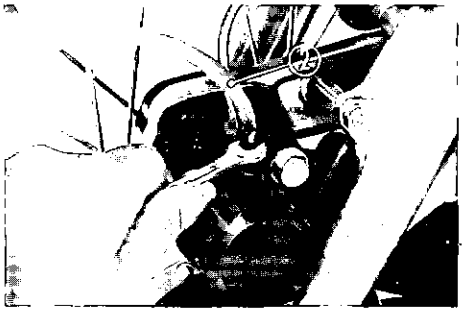
① Level mark

Bleeding the brake system:

The brakes must be bled with great care subsequent to work performed on the brake system, when the lever becomes soft or spongy, or when lever travel is excessive. The procedure is best performed by two mechanics.

a. Remove the dust cap from the bleeder valve and attach bleeder hose ②.

b. Place the free end of the bleeder hose into a glass container which has some hydraulic brake fluid in it so that the end of the hose can be submerged.



② Bleeder hose

c. Fill the reservoir using only the recommended brake fluid. Screw the cap partially on the reservoir to prevent entry of dust.

d. Pump the brake lever several times until pressure can be felt. Hold the lever tight, open the bleeder valve by about one-half turn and squeeze the lever all the way down.
   Do not release the lever until the bleeder valve has been closed again. Repeat this procedure until bubbles cease to appear in the fluid at the end of the hose.
e. Remove the bleeder hose, tighten the bleeder valve and install the bleeder valve dust cap.
f. Do not allow the fluid reservoir to become empty during the bleeding operation as this will allow air to enter the system again. Fill the reservoir as often as necessary while bleeding.
g. Check for absence of leaks in the front brake lines while holding pressure against the brake lever. Fill the reservoir when bleeding is completed. Reinstall the diaphragm, washer and reservoir cap and tighten.

When the hydraulic brake system has been drained, fill as outlined below:

a. Fill the fluid reservoir.
b. Open the bleeder valve by one-half turn, squeeze the brake lever, close the valve and release the brake lever. This procedure must be repeated in this sequence until hydraulic fluid begins to flow through the bleeder hose.
   After filling the hydraulic system with fluid, proceed with the actual bleeding operation.

NOTES:

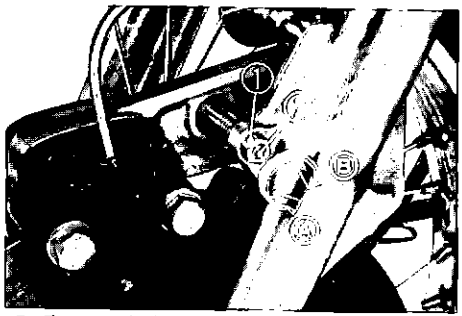
- **Brake fluid which has been pumped out of the system must not be used again.**

- **Care must be taken, as brake fluid will damage the paint finish and instrument lenses.**

Brake caliper adjustment:

Whenever the brake pads are replaced, the brake caliper must be adjusted. This adjustment is made in the following manner:

a. Raise the front wheel off the ground by placing a support block under the engine.
b. Loosen the caliper stopper bolt lock nut ①.
c. Using a suitable screw driver, turn the stopper bolt ② in direction Ⓐ until the friction pad contacts the brake disc. When the wheel is rotated, slight drag should be noticed.
d. While rotating the front wheel, turn the stopper bolt in direction Ⓑ until the front wheel rotates freely.
e. Turn the stopper bolt in direction Ⓑ 1/2 turn further and tighten the lock nut.



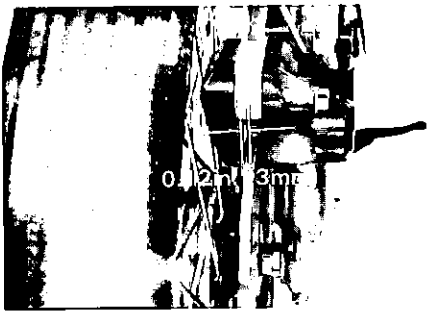
① Stopper bolt lock nut ② Stopper bolt

Brake pads:

Brake pad wear will depend upon the severity of usage, type of driving, and condition of the roads. It may be expected that the pads will wear faster on dirty and wet roads. Inspect the pads visually during all regular service intervals to determine the pad wear. The wear of the pad can be determined by measuring the inside clearance between the face of the caliper housing and the brake disc by pressing the inner housing toward the disc. If clearance is less than **0.12 in. (3.0 mm)**, replace both pads with a new set.

NOTE:

Use only genuine Honda replacement friction pads offered by authorized Honda dealers. When service is necessary on the brakes, consult your Honda dealer.



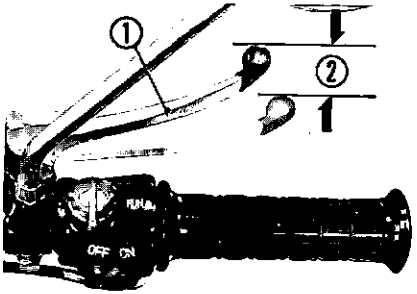
《CB360》

The CB360 front brake is a drum type.

Adjustment:

1. Raise the front wheel off the ground by placing a support block under the engine, spin the front wheel by hand and measure the amount the front brake lever ① must be moved before the brake starts to take hold. The lever free play ② should be **0.8–1.2 in.**

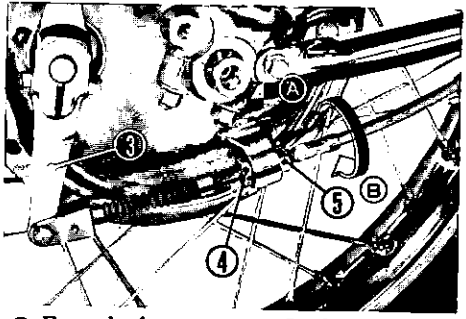
(20–30 mm) at the end of the brake lever.



① Front brake lever
② Free play

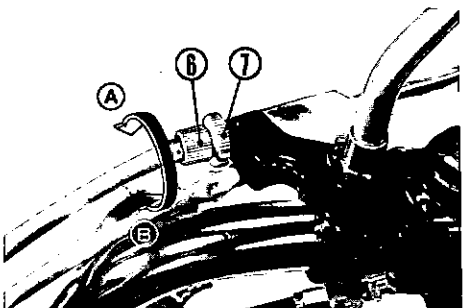
2. If the brake requires adjustment, there are two places where this adjustment can be made. Normally the adjustment can be made at the front brake arm ③ on the front brake backing plate.
   First loosen the lock nut ④ and then turn the front brake adjusting nut ⑤.

Turning the nut ⑤ in the clockwise direction Ⓐ will decrease the brake lever free play ② and turning in the counterclockwise direction Ⓑ will increase the free play.



③ Front brake arm ④ Lock nut
⑤ Front brake adjusting nut

3. Minor adjustment can also be made with front brake cable adjuster ⑥ on the front brake lever by turning in the same direction as above.

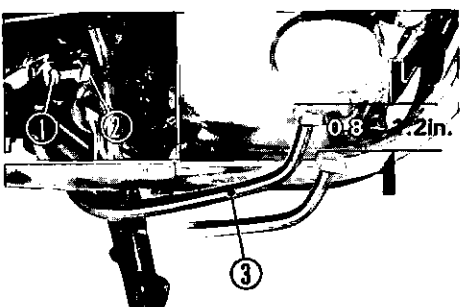


⑥ Front brake cable adjuster
⑦ Lock nut

Rear brake

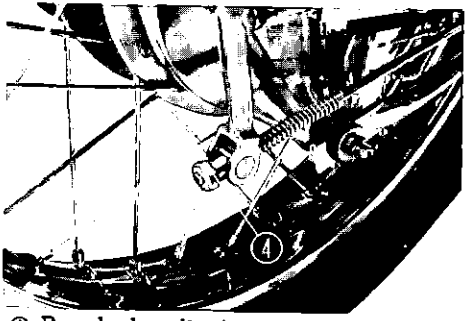
Adjustment:

1. Raise the rear wheel off the ground by placing the motorcycle on its center stand.
2. The stopper bolt ① is provided to allow adjustment of the pedal height. To adjust the rear brake, loosen the lock nut②, and turn the stopper bolt.



① Pedal stopper bolt ② Lock nut
③ Rear brake pedal

3. Free play is **0.8–1.2 in. (20–30 mm).** If adjustment is necessary, make the adjustment by turning the rear brake adjusting nut ④.
   Turn clockwise for less free play, counterclockwise for greater free play.



④ Rear brake adjusting nut

Wear indicator:

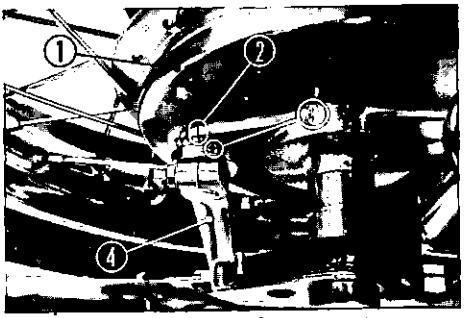
When the rear brake is applied, a red arrow ③, adjacent to the rear brake arm ④, moves toward a red reference mark ② on the rear brake backing plate ①. The distance between the arrow and the reference mark, on full application of the rear brake, indicates brake lining thickness.

If the arrow aligns with the reference mark on full application of the rear brake, the brake shoes should be removed and inspected for wear. Replace the brake shoes, if the thickness of the lining is **0.08 in. (2.0 mm)** or less.

On the CB360 (drum brake type), the wear indicator is provided in both wheels.

NOTE:

- **When brake service is necessary, see your authorized Honda motorcycle dealer. When replacing brake shoes, install only genuine Honda parts.**



① Rear brake backing plate ③ Arrow
② Reference mark ④ Rear brake arm

Front Suspension Inspection

Check the front fork assembly by locking the front brake and pumping the fork up and down vigorously.
Inspect for smooth cushion action and oil seepage around the oil seals.
Carefully inspect all front suspension fasteners for tightness. This includes the attachment points of the fork tubes, brake components and handlebar.

Tire Servicing

Tire tread wear:

Tires should be replaced when center tread depth is worn to the following limits:

Center Tread Depth Service Limit	
Front :	0.05 in. (1.5 mm)
Rear :	0.08 in. (2.0 mm)

WARNING:
Operation with excessively worn tires is hazardous and will adversely affect traction.

Tire damage:

Replace damaged tires. Do not patch or vulcanize a tire casing.
We recommend that punctured inner

tubes be replaced. Inner tubes should be patched only in emergency situations when replacement tubes are not available. If replacing an inner tube, be certain to select the correct size for the tire casing. If repairing a punctured inner tube, be certain to locate and eliminate the cause of damage.

WARNING:
Patching may adversely affect wheel balance. Also, a poorly bonded patch may cause subsequent tire deflation.

Tire removal and installation:

a. Remove the wheel assembly as described in Front or Rear Wheel Removal, pages 72–73.
b. Remove brake backing plate assembly and/or axle, so wheel can be laid flat. Lay wheel assembly on a rag or cardboard to prevent hub surface damage.
c. Remove valve core and valve stem retaining nuts. Locate and remove any sharp objects imbedded in the tire.
d. Step on tire casing to break it free from the rim. Repeat on the opposite side.
e. Using two small or medium size irons, placed **4–6 in. (100–150 mm)** apart and inserted between the rim edge and tire bead at the valve stem location, pry in and downward with both tire irons while depressing the tire bead opposite the tire irons with your foot. When tire bead is above the rim edge, remove one tire iron and move it **3–4 in. (76–100 mm)** further away from the tire iron supporting the tire bead and insert and pry the tire bead further off of the rim. Proceed in this manner until the entire side of the tire casing is above and clear of the rim edge.

f. The deflated inner tube can now be pulled from the tire casing and the inner tire casing inspected for damage or protruding sharp object, etc. Locate and eliminate cause of flat or puncture.

g. If the tire is to be replaced, pry the other tire bead from the wheel rim as described in step e, and remove the tire from the rim (this step is not necessary if only the inner tube is to be replaced). Install one bead of the new tire in the wheel rim and proceed with installation of the inner tube.

h. Install a new inner tube of the correct size by inflating very slightly. Leave the valve core in the valve stem.

i. Inspect the wheel rim inner tube protector strip to see that it is in good condition and centered over the spoke nipples.

j. Align the tire balance mark with the valve stem hole in the rim and insert the partially inflated inner tube into the tire casing.

k. Work the inner tube into proper position in the tire casing and insert the valve stem through the valve stem hole in the rim. Install a valve stem retaining nut partially, but not tightly onto the valve stem. Remove valve core.

l. Apply a light coating of tire mounting solution (liquid detergent can be used in an emergency) to each of the tire bead surfaces, and between the free tire bead and rim edge.

m. The tire can now be stepped into place using your heels. Place both heels on the tire bead opposite the valve core and press the tire bead into place progressively with each step in opposite directions around the wheel.

n. When 80–90% of the tire bead is in place, use a tire mounting mallet (heavy rubber, leather or plastic hammer) to force the remaining section into position. Avoid using tire irons or screw drivers for this operation as inner tube punctures will result.
o. Insert the valve core and overinflate the standard pressure by approximately 10 psi (0.7kg/cm²). This will help to properly seat the tire beads onto the rim. Inspect for proper tire bead seating and deflate the tire. Reinflate to the specified pressure (see page 24) and tighten the valve stem retaining nut.
p. Recheck the tire pressure and install the valve stem cap.
q. Install wheel assembly as per instructions on pages 72–73.

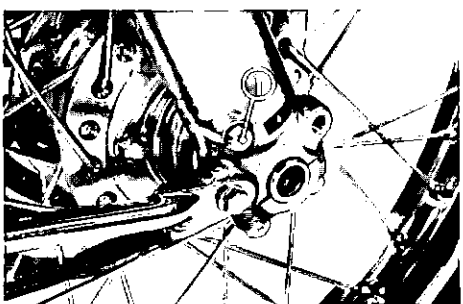
NOTE: We recommend that tire removal and installation be performed by an authorized Honda dealer, as these operations require skill and special tools.

Front Fork Oil Change

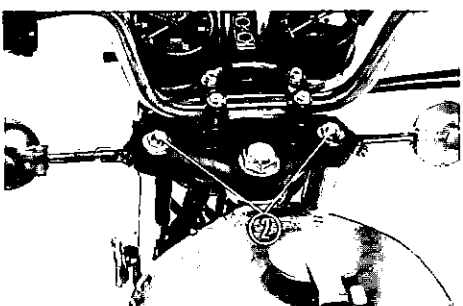
To maintain good riding characteristics and increase fork service life, the oil in the front fork should be changed periodically.

1. Unscrew the front fork drain plug ① at the bottom of fork cylinder. Drain the oil by pumping the fork while plug is out. Replace the plug securely after draining.
2. Set the motorcycle on the center stand.
3. Place a jack under the crankcase to control lowering of the front end.
4. Remove the handlebar by removing the four handlebar bolts.
5. Unscrew the fork filler plugs ② until free.

6. Lower the jack under the engine to extend the fork springs with the attached filler plugs.
7. Move the fork springs to one side and pour 4.6–4.7 ozs. (135–140 cc) of premium quality ATF (automatic transmission fluid) into each fork leg.
8. Raise the jack under the engine to allow the fork springs and filler plugs to return into the fork legs.
9. Securely tighten the fork filler plugs ②.
10. Reinstall handlebar, tightening the two front bolts first, then securely tighten the two rear bolts.
11. Remove the jack from under the engine.



① Front fork drain plug



② Fork filler plugs

Rear Suspension Inspection

Check the rear suspension periodically by careful visual examination. Note the following items.

1. Rear fork bushing–this can be checked by pushing hard against the side of the rear wheel while the motorcycle is on the center stand and feeling for looseness of the fork bushings.
2. Check side stand spring for damage and fitness.
3. Check all suspension component attachment points for security of their respective fasteners.

NOTE:

If any sign of wear or damage is noticed, consult your Honda dealer for further inspection.

Battery Maintenance

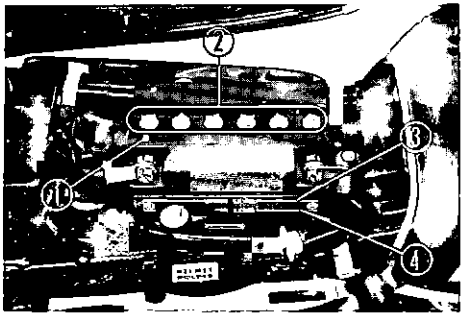
Battery electrolyte:

The battery is mounted under the seat, and is accessible by releasing the seat lock and raising the seat.

Raise the battery slightly to check the battery electrolyte.

Battery electrolyte level should be checked every 3 months. The electrolyte level must be maintained between the upper ③ and lower ④ level marks on the side of the battery. If the electrolyte level is found to be low, remove the battery filler caps and carefully add distilled water until the electrolyte level in each cell is between the upper and lower level marks.

Use a small syringe or plastic funnel to add water. Only distilled water should be added to avoid contaminating the electrolyte.



① Battery ② Filler caps
③ Upper level mark ④ Lower level mark

Battery removal and installation:

The battery should be removed for prolonged storage, or for recharging if electrolyte specific gravity falls below 1.200 @ 68° F (20°C).

1. Remove battery retainer and disconnect the ground (–) cable connection first and then the positive (+) cable. The battery can now be lifted from its mounting. Note the positioning of the cables, protective rubber (+) terminal cover and battery mount rubber pads as well as the routing of the battery vent tube. Before installing the battery, clean the battery and its mounting area with water. Baking soda and water can be used to remove any existing corrosion.
2. Battery installation is performed in the reverse order of removal. Pay particular attention to the battery rubber mounts pads and the vent tube routing. Connect the positive (+) terminal with the rubber insulator first and then connect the negative (–) terminal.

CAUTION:

When installing the battery, be careful not to bend or twist the vent tube.

Battery charging:

Should the battery electrolyte specific gravity reading (measured with a hydrometer) drop below 1.200 @ 68°F (20°C), the battery should be charged at a rate not to exceed 1.2 amps until the specific gravity reading is between 1.260 and 1.280 @ 68°F (20°C).

Frequent discharging or a partially discharged battery condition is sometimes the result of improper starting procedure, poor engine condition and/or electrical system problems. To locate and correct the cause of this condition, we suggest you contact your Honda dealer.

When storing the motorcycle the battery negative (–) cable should be disconnected or the battery removed and stored in a cool place. The battery should be charged at least once a month during the storage period to preserve battery life.

Fuse replacement:

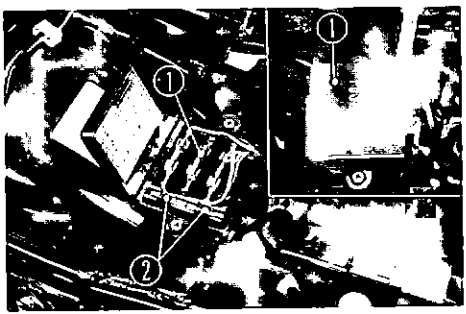
The fuse box ① is located in the rear of the battery compartment.

The recommended fuses for these models are 15A and 7A. When frequent failure of a fuse occurs, it usually indicates a short circuit or on overload in the electrical system. In this case the electrical system should be checked visually for shorts or other possible malfunctions. If the problem cannot be located visually, the motorcycle should be examined by an authorized Honda dealer.

CAUTION:

- **Ensure that the fuse box specified amperage is matched by the replacement fuse.**
- **Never use a fuse with a different rating from that which is recommended.**
- **Never use conductive material to re-**

place a recommended fuse or serious damage to the electrical system of your motorcycle will result.



① Fuse box ② Spare fuses

Front Wheel Removal

《CB360G》

1. Raise the front wheel off the ground by placing a support under the engine.
2. Remove the speedometer cable from the front wheel hub assembly.
3. Remove the axle holder nuts and axle holders and the front wheel assembly.
4. To install the front wheel assembly, reverse the removal procedure.

NOTE:

Do not depress the brake lever when the wheel is off the motorcycle because the caliper piston will be forced out of the cylinder with subsequent loss of brake fluid. If this does occur servicing of the brake system will be necessary.

《CB360》

1. Raise the front wheel off the ground by placing a support under the engine.
2. Remove the cotter pin and disconnect the front brake cable from the brake arm.
3. Remove the speedometer cable set screw and disconnect the speedometer cable.
4. Unlock the lock washer and remove the front brake stopper arm bolt at the backing plate.
5. Remove the front axle holder nuts (two on each side), and remove the front axle holders (one on each side), and then the front wheel can be removed.
6. To install the front wheel assembly, reverse the removal procedure.

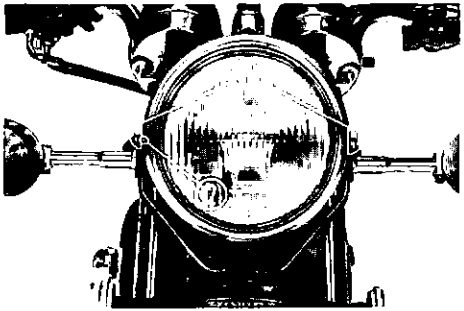
Rear Wheel Removal

1. Remove the muffler.
2. Unscrew the rear brake adjusting nut, disassemble the brake rod from the brake stopper arm and disconnect the stopper arm from the backing plate.
3. Remove the cotter pin from the end of the axle.
4. Unscrew the rear axle nut and pull out the rear wheel axle.Tilt the motorcycle to one side so that the wheel can be removed.
5. To install the rear wheel, reverse the removal procedure.

Headlight Beam Adjustment

The headlight must be properly adjusted for safe night driving. These motorcycles have provisions to adjust the headlight in the vertical and horizontal directions.

1. The vertical adjustment is made by loosening the bolts ① which mount the headlight assembly.
2. The horizontal beam adjustment is made with the adjusting screw ② located on the left side of the headlight when facing the motorcycle. Turning the screw in will focus the beam toward the left side of the rider and turning the screw out will focus the beam toward the right side.

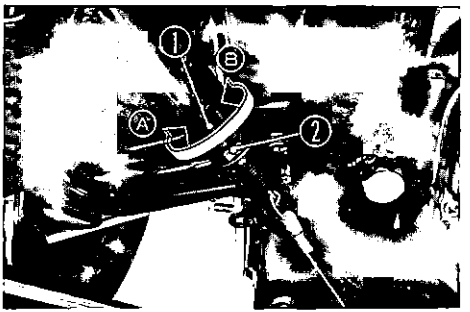


① Headlight mounting bolts
② Beam Adjusting screw

Stoplight Switch Adjustment

The stoplight switch adjustment is made at the stoplight switch ① located on the right side toward the rear of the engine.

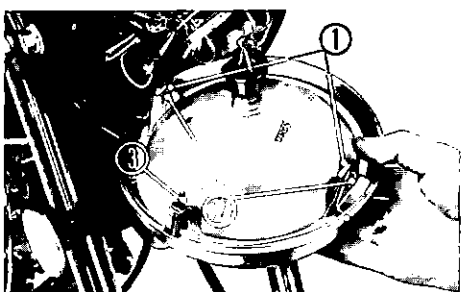
1. First check the adjustment of the rear brake pedal in accordance with the procedure on page 62.
2. Turn on the main switch (red dot position).
3. Adjust the stoplight switch ① so that the stoplight will come on when the brake pedal is depressed to the point where the brake just starts to engage. If the stoplight switch is late in switching on the stoplight, turn the switch adjusting nut ② in direction Ⓐ and if the stoplight comes on too early, turn the switch adjusting nut in direction Ⓑ.



① Stoplight switch ② Adjusting nut

Headlight Bulb Replacement

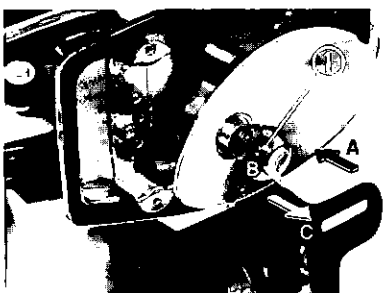
1. Remove the two headlight fixing screws and remove the headlight from the headlight case.
2. Remove the two retaining lock pins ① and screws ② from the headlight rim.
3. Remove the beam adjusting screw ③ from the headlight rim.
4. Remove the sealed beam unit from the headlight rim.



① Lock pins ② Lock screws
③ Beam adjusting screw

Tail/Stoplight Bulb Replacement

1. Remove the two screws retaining the tail/stoplight lens.
2. Press the bulb ① inward (direction A) and twist to the left (direction B) and the bulb can be removed to C.
3. Replace with a good bulb.
4. When installing the taillight lens, do not overtighten the screws, as this may damage the lens.



① Tail/stoplight bulb

DEMENSIONS	
Overall length	2,040 mm (80.3 in.)
Overall width	775 mm (30.5 in.)
Overall height	CB360 : 1,095 mm (43.1 in.) CB360G : 1,125 mm (44.3 in.)
Wheel base	1,345 mm (53.0 in.)
WEIGHT	
Dry weight	162 kg (357 lbs)
CAPACITIES	
Engine oil	2 liter (2.1 US qt., 1.8 Imp. qt.)
Fuel tank	11 liter (2.7 US gal., 2.2 Imp. gal.)
Fuel reserve tank	2.5 liter (0.7 US gal., 0.6 Imp. gal.)
Passenger capacity	Operator and one passenger

ENGINE	
Bore and stroke	67.0 ×50.6 mm (2.638×1.992 in.)
Compression ratio	9.3 : 1
Displacement	356 cc (21.7 cu-in.)
Contact breaker point gap	0.3~0.4 mm (0.012~0.016 in.)
Spark plug gap	0.7~0.8 mm (0.028~0.032 in.)
Valve tappet clearance	Inlet 0.05 mm (0.002 in.), Exhaust 0.08 mm (0.003 in.)
CHASSIS AND SUSPENSION	
Caster	62°30′
Trail	92 mm (3.6 in.)
Tire size, front	3.00–18 (4 PR)
Tire size, rear	3.50–18 (4 PR)

POWER TRANSMISSION	
Primary reduction	3.714
Final reduction	2.125
Gear ratio, 1st.	2.500
2nd.	1.750
3rd.	1.375
4th.	1.111
5th.	0.965
6th.	0.866
ELECTRICAL	
Battery	12V-12AH
Generator	A.C. generator

LIGHTS	
Headlight	12V-35/50W
Tail/stoplight	12V-3/32 cp SAE TRADE NO. 1157
Turn signal light	12V-32 cp SAE TRADE NO. FRONT 1157 REAR 1073
Meter lights	12V-2 cp SAE TRADE NO. 57
Neutral indicator light	12V-2 cp SAE TRADE NO. 57
Turn signal indicator light	12V-2 cp SAE TRADE NO. 57
High beam indicator light	12V-2 cp SAE TRADE NO. 57
Position light	12V-3 cp SAE TRADE NO. 1157
FUSE	15 amp. and 7 amp.

WIRING DIAGRAM

